GOVERNMENT OF INDIA
PETROLEUM AND NATURAL GAS
LOK SABHA

UNSTARRED QUESTION NO:5765
ANSWERED ON:30.08.2001
SAFETY NORMS FOR CNG
SUDARSANA E.M. NATCHIAPPAN

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the first generation distributor based technology used in CNG conversion kits are not within the safety norms;

(b) if so, the details thereof;

(c) whether the Government has legislated separate safety rules for CNG buses;

(d) if not, the reasons therefor;

(e) whether the first generation distributor based technology used in CNG conversion kit was commented by the Bhurelal Committee;

(f) if so, the details thereof;

(g) the other recommendations made by the Bhurelal Committee;

(h) whether the Bureau of Indian Standards is preparing a status report on safety norms for CNG run vehicles; and

(i) if so, the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & NATURAL GAS (SHRI SANTOSH KUMAR GANGWAR)

(a) & (b) The Bhure Lal Committee in its Report on Standard of CNG Vehicles and Refilling Stations, submitted to the Hon`ble Supreme Court in response to order dated 04.04.2001 have stated that the CNG cylinders meet the common standard set for all high pressure gas cylinders by Bureau of Indian Standards and approved by the Chief Controller of Explosive. However the NZS nozzles have been shown as prone to O-Ring failure which creates risk of fire due to release of significant amount of high-pressure gas.

(c) & (d) Yes Sir.

(e) & (f) Same as (a) & (b) above.

(g) Other recommendations inter-alia include the following:

(i) Standardization of all vehicles refueling receptacles on the NGV 1 standard

(ii) Review of the type approval procedure used by testing agencies

(iii) Need for enforcement of safety regulations on On-Board, high pressure gas cylinders mounted on cascades

(iv) On conversion of old vehicles to CNG mode recommendation has been given for retrofitting rather than conversion.

(v) Both converted and retrofitted vehicles should meet Bharat Stage -II emission standards

(vi) Setting up of inspection norms for visual check of component relevant to emissions, measurement of CO, HC, CO2 and O2 level with engine idling.

(vii) Determination of NOx and CO level under fuel engine loads.

(viii) All new CNG buses should meet Bharat Stage emission standard

(ix) Need for more emissions standard for CNG vehicles.

(h) & (i) The Bureau of Indian Standards has prepared following Draft Indian Standardspertaining to the Safety of the CNG Fuel System, General Requirements and Definitions and Methods of Tests for the CNG Fuel System:

(i) Road vehicles - Compressed Natural Gas (CNG) fuel system components - Safety requirements.

(ii) Road vehicles - Compressed Natural Gas (CNG) fuel system components - Performance and general test methods.

(iii) Road vehicles - Compressed Natural Gas (CNG) fuel system components - General requirements and definitions

(iv) Road vehicles - Compressed Natural Gas (CNG) fuel system- Test methods.

Besides this, 18 draft standards pertaining to the different components used in the CNG fuel system are also under process.